G. R. S. IX-5]

Previous references.

File No. 81-18

1918-19
(Q.D.)

Serial Nos. 172

Later references.

P. P. 81-18 Sl 3

Preserve
B.
20/11/42

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 172

Part B for August 1918

SUBJECT.

Restrictions to the movement of Cotton waste & of cotton bagging or rags

---

ecd. No. The F.A. Resident
Hoc. 225. D/. 31-8-1918

Sirs, I am directed to say that the Director agrees that the transport of Kafar half-pressed bales or of loose pressed bales should be excluded from the issue of licences under Rule 24 of Defence of India & the Govt. of India Notification

1

2/19

G. R. S. III—1] 1918.-19.

GENERAL AND REVENUE SECRETARIAT.

(C. ?)

NOTES.

File No. 2

FILE HEADING.

Restrictions w^th^ movement of cotton waste & cotton by rail & sea

From

The 7. A. Resident

No. 5842 Dated 21. 8. 18 Received 23. 8. 18

Diary No. 3363	Enclos. one Spare Copies. —	Serial No. 1.

BRIEF ABSTRACT OF LETTER.

Forwards a copy of the draft sections of the Act the ... in Cotton ... relating w^th^ movement of cotton waste & of cotton by rail or sea & ... to be framed with the Bombay Version in the proposed ... to deal with the export of cotton except under license ...

NOTES AND ORDERS.

Chief Secy's orders.

"Consult Dr of C. S. & also Director of Industries - R.O. Treat as immediate - Reply should go in a week"

Sd/) C. S. B.

22/8/18

NOTES—First Sheet.

G. R. S. III-2

(2

General and Revenue Secretariat. | P. P File No. 81 of 1918-19

Serial No.

Forwarded unofficially with compliments to the Director of Industries & Commerce in reply for favour of opinion regarding the proposal contained in para 3 of the Residency letter -

Yours sincerely

23.8.1918

for Chief Secretary to Govt.
Mysore

D.O. No 27 of 23.8.18
P.P

Unofficial No. 1852/161
23.8.18.

From enquiries instituted I am of opinion, that the licensing of Rubber, half pressed blocks, or full pressed bales, by rail or sea, except in bona fide consumers limits, should be controlled by the issue of licence. and that the best district wise limits, maybe restricted the officers licensing authorities.

23.8.18

V. Ranganathaiya

Please put up draft order.

24/8/18

Draft revised by
24/8/18

24/8

26/8

NOTE—Contn. sheet.

(3

3801

G. R. S. III-2j

General and Revenue. Secretariat. | P-P File No. 81 of 191 8.

Serial No.

298-168
26.8.18

Draft may be approved.

Extra member) 26/8/18

Dont approved

Reed
26.8.18

2nd member)

2814
27.8.15

27/8

27/8

Dewan

1225
28/8/18

28/8

Kay says
30.8.18

Issue
30/8

NOTE—Contn. sheet.

3362

(4

G. R. S. III-2]

General and Revenue Secretariat.

P. P File No. 81 of 1918-19

Serial No. 2

To

The E A Resident
No 2825 S 31.8.18
States Ref the Embarkation
Ref the transfer of papers Relg
to the Persian Gulf Command
Enclosing by the Naval Secretary
a Persian [illegible]

The file may be submitted to the
Secy Depty E+A Depts for perusal.

Secy
31/8/18
Dy, E&A

Secy 2/9/18

A
3/9

B

NOTE—Contn. sheet.

R. O. 2.—R. P. B.—5-1918.—500.

No. 5842

DIARY NO. 3362

FROM

MAJOR E. H. S. JAMES,
FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 28th August 1918

SIR,

I am directed to forward for the information of the Mysore Durbar a copy of the draft sections of the Report of the Indian Cotton Committee relating to the movement of cotton waste and of cotton, whether in the form of kapas (unginned cotton), half pressed bales or full pressed bales, by rail or sea.

2. The recommendations made therein are:-

(1) That the transport of cotton waste by rail or sea, except from one mill to another or to a port for shipment outside India, should be totally prohibited;

(2) That the transport of kapas, half pressed bales or full pressed bales by rail or sea, except to bona fide consumers (i.e.mills) and to ports for shipment outside India, should also be prohibited except, in certain cases, under license.

3. In view of the present serious shortage of railway waggons and in order to check the practice of mixing, the Agricultural Adviser to the Government of India has suggested that immediate action should be taken on the above recommendations in so far as the movement of -- cotton waste and kapas by rail is concerned. The case of cotton waste presents no difficulty and the Govern

ment

(6

Government of India have issued instructions to all Railways on the lines indicated in paragraph 2(1) above.

The case of kapas is however, more difficult. It will be seen from the draft Sections of the report that it is proposed that transport should be allowed under license in -- certain case, of which two main instances are given, namely (a) cotton transported by rail from an area in which no -- cotton gins exist at all and (b) cotton transported from a -- district in which the owner or purchaser has no ginning -- factory to a place where he has such a factory. The Government of India doubt, however, whether such cases are by any means exhaustive and it seems probable that a fairly elaborate licensing system would be required as total prohibition might involve considerable hardship in a number of cases. Before, therefore, considering the proposal further, the Government of India would be glad to be favoured with the views of the Durbar on the proposal and on the possibility of establishing a local licensing authority pending the receipt of the full recommendations of the Indian Cotton Committee on this head.

4. At the instance of the Government of India I am to -- request that the matter may kindly be treated as urgent and that I may be favoured with a very early reply.

I have the honour to be,

Sir,

Your most obedient servant,

First Assistant Resident.

Mixing of cotton with cotton waste.

As an instance of the prevalence of the reprehensible practice of mixing cotton waste with good cotton, we may mention that we found, in the railway station yard at Hubli, waggons containing nothing but cotton waste imported from Bombay, and that, in a ginning factory there, we saw such waste being mixed with *kapas* in the proportion of two maunds of waste to six of *kapas*. It is a matter for regret that railway waggons should be available for traffic of this character at a time like the present when there is such an urgent demand for them for genuine trade purposes. Cotton waste can only be utilised by cotton and woollen mills in certain lines of manufacture. Its value for any purpose other than deliberate mixture with cotton is too small even to pay the cost of carriage. The only satisfactory method by which the illegitimate use of cotton waste can be stopped is by the total prohibition of the transport of such waste by rail, whether in the form of loose *boras* or full pressed bales except from one mill to another or from a mill to a port of shipment, such as Bombay, and we strongly recommend this course. We would enforce the same restriction in the case of transport by sea between Indian ports except from one Indian mill to another. In regard to the export of waste from Native States, our enquiries left us no reason to doubt that the Durbars would be willing to co-operate in any measures of this character that were decided on by the Government of India. If an agreement on the pointfailed to be reached, import of waste from a Native State into British territory could be totally prohibited.

Mixing of different varieties of cotton.

A more difficult problem is presented by the mixing of different varieties of cotton—a practice to which, owing to the mixture of seed that results from it, the complaints we received of the deterioration of many of the superior varieties of Indian cotton must be largely attributed. It is hardly an exaggeration to say that, with few exceptions, long staple cotton very seldom finds its way to the chief markets, and especially to Bombay, in an unmixed state. Many districts which were formerly celebrated for their cotton have, in consequence, acquired a bad name both with Indian consumers and with exporters and, as it is impossible to detect that cotton contains a small mixture of an inferior variety before it passes through the spinning machinery, even pure cotton from such districts is approached by buyers with distrust and the price offered for it is reduced accordingly. The evidence submitted to us showed that the import of short stapled cotton into tracts which grow long stapled cotton for the purpose of being mixed with the latter and passed off as the produce of the long staple tract is extensively carried on. A special enquiry on the point made in the Bombay Presidency in 1909 showed that, during three months of that year the imports of short stapled cotton into the Broach tract amounted to five per cent. of the whole crop. The Broach tract is one in which the practice is especially common and there is no doubt that the deterioration in the reputation of Broach cotton in recent years is, to some extent, due to this cause. The cotton so imported comes mainly from Khandesh. Cotton from this tract is also largely imported into Berar for mixing purposes and some of it finds its way to the Southern Mahratta Country to be mixed with *kumptas*. We had ocular evidence of this fact in the Hubli railway station yard where we found several waggons containing Khandesh cotton which could not have been required for any purpose but mixing. That the cotton should have been brought so far is evidence of the extent to which the practice pays. In this case, also, we are of opinion that the only remedy lies in the total prohibition of the transport by rail of cotton, whether in the shape of *kapas*, half pressed bales or full pressed bales except to *bonâ fide* consumers, that is, to mills or to ports for shipment outside India. As in the case of cotton waste, we consider that the restriction should apply to the case of transport from one Indian port to another. We recognise that certain exceptions will be necessary. The first case which has to be provided for is that of the introduction of cotton into areas in which it has not already been grown (as, for instance, Cambodia in certain districts of Madras) and in which there are, as yet, no gins or presses. In this case, until sufficient gins and presses spring up to meet the needs of the tract, we would permit transport by rail under license to ginneries or presses in adjoining districts. The second case is that in which a firm or individual buyer has a ginning or pressing factory at a central station in a district and wishes to bring in cotton to be ginned or pressed from outlying stations in the same district. We recognize that it might be a hardship to compel such a firm to erect a ginnery or press at or near the place where the cotton was bought when it had a factory within easy distance by rail. It might be impossible also for the firm or individual to get the cotton ginned or pressed locally owing to the owners of the local factories combining against it and refusing it facilities. Instances of this kind have come under our notice. In this case, also, we would only allow transport under license in order to ensure the legitimate use of the cotton so transported. In both cases, licenses should be issued only to a specified firm or individual for transport between the stations specified in it. They should be in force for one season only but should be renewable on application, at the end of each season, a return of the total quantity transported under a license should be submitted to the licensing authority. Any breach of the

Prohibition of transport by rail or sea.

terms of the license should be followed by its cancellation. The procedure in regard to the issue and withdrawal of licenses would be similar to that which has been suggested below in regard to licenses for ginning and pressing factories.

Transport by road.

It will be observed that we have made no provision for the case of transport by road. Cotton is undoubtedly taken long distances by road for the purposes of mixing but there are obvious limits to the practicability of doing so which do not exist in the case of transport by rail or sea. Prohibition of transport by road would be extremely difficult to enforce and the cost would probably not be commensurate with the advantages gained. We feel that we are striking at the root of the evil in recommending the prohibition of transport by rail and sea. If this measure does not prove as efficacious as we trust it will, it might be possible to test the effect of prohibition of transport by road within a particular limited area. In this case, as to that of the transport of cotton waste, we have no doubt of the cordial co-operation of the Governments of Native States which have already, in some cases, notably that of Gwalior, taken steps to safeguard the purity of the cotton grown in their territories. We would mention the strong support which the recommendations we are making under this head have received on all sides. We would, also, point out that, if adopted, they will have the effect of putting a stop to the practice, which is at present very common of railing cotton in full pressed bales from one station to another, the cotton normally exported from which has a better reputation and commands a higher price. The cotton is then rebooked from the latter station to its ultimate destination. The object of this device is to lead the buyer to believe, from the evidence of the railway station mark on the bales and of the railway receipt, that the intermediate station was actually the station of origin and to pay for the cotton accordingly.

G. M. Press, Simla.—No. 46 R.&A.—29-6-18—50 —E.A.

(9

PA 20 No 225/31/8[illegible]

To

The 7. A. Resident.

Sir

With reference to your letter No 5842 dated the 21st August 1918 regarding the movement of cotton waste & of cotton by rail & sea I am directed to state that the Dunbar agree ~~also are~~ that the transport of Kapas, half-pressed bales & full-pressed bales should be controlled by the issue of licences, ~~& that~~ the Dy. Comm's ~~Dist Magistrates~~ of

(10

Dists, & Rev Subdn offices being constituted

the licensing authorities.

Please see

Recd
26.8.18

20/8.

Chief Secy